

APPLICANT RESPONSE TO COMMENTS (V3)  
ROLLIN RIDGE ESTATES – PRELIMINARY PLAN APPLICATION (SP181)  
October 31, 2018

Preliminary Plan (sheet 2)

- Revised “State Hwy No. 83 to “State Hwy 83” per Enumerations comment.
- Added drainage detention pond within easement to the northwest corner of the site per up-dated Drainage Report and up-dated Grading & Erosion Control Plan.
- Increased ROW width of Cherry Crossing Drive between Hodgen Rd and Prayer Tree Ct from 70’ to 80’ per up-dated Traffic Impact Study.
- Revised edge of asphalt and traffic lane striping per up-dated Traffic Impact Study.

Grading & Erosion Control Plan (24”x36”)

- Added drainage detention pond within easement to the northwest corner of the site per up-dated Drainage Report.
- Addressed miscellaneous Engineering Review redline comments.

Letter of Intent

- Removed reference to “no deviations” within “Vehicular Access, Parking and Circulation” paragraph per Engineering Review redline comment.
- Added discussion related to the existing house per Planning Review redline comment.
- Added discussion related to “Preliminary Plan Approval Criteria” per Planning Review redline comment.

Traffic Impact Study

- See LSC Response to Comments attached.

Deviation Requests

- Submitted as a separate file per Engineering Review redline comment.
- See LSC Response to Comments attached.

NEPCO Review Letter

- Added applicant response to NEPCO Review Letter

## ROAD AND TRAFFIC CONDITIONS

### Area Roads and Streets

Figure 1 shows the roads in the vicinity of the site. The major roads are identified below followed by a brief description of each:

**State Highway (SH) 83** extends from Colorado Springs north to Parker and areas of southeast Denver. In the vicinity of the site, SH 83 is classified as a Regional Highway (R-A). At this location, SH 83 is a two-lane rural highway with two- to four-foot shoulders and a speed limit of 60 miles per hour (mph). The intersection with Hodgen Road is signalized. Per the El Paso County 2040 *Major Transportation Corridors Plan (MTCP)*, SH 83 is projected to be expanded to a four-lane highway by 2040. Additionally, the southbound approach will have a dual left-turn lane and an exclusive right-turn lane by 2040. El Paso County also shows State Highway 83 as a future six-lane Principal Arterial. This is subject to the requirement for right of way dedication will be determined by CDOT. 1

**Hodgen Road** is a two-lane paved Rural Principal Arterial that extends west from the intersection of Roller Coaster Road/Baptist Road to Eastonville (180 feet of ECM). The speed limit on Hodgen Road is 40 mph adjacent to the site. E *MTCP* shows Hodgen Road as a four-lane Rural Principal Arterial (180 feet of ECM). Please clarify what section is local and what your section should be classified as, and that you are requesting a deviation on the width of the road. FYI, the thickness will still need to meet arterial standards.

**Cherry Crossing Drive** is a north/south, two-lane local road with a posted speed limit of 30 mph. Currently a T-intersection, the intersection of Cherry Crossing Drive/Hodgen Road would be converted to a full-movement, two-way stop sign-controlled intersection with this project.

### Traffic Volumes

Turning movement traffic counts were conducted on Wednesday, June 21, 2017 from 6:30 to 8:30 a.m. and from 4:00 to 6:00 p.m. at the intersections of Hodgen Road with SH 83 and Cherry Crossing Drive, as shown in Figure 3. Raw count volume data is attached for reference. The figure also shows CDOT annual average daily traffic volumes.

### Sight Distance

Field-measured sight distance to the west from the proposed site access along Hodgen Road is 695 feet, which meets the minimum required 360 feet of stopping sight distance on a 45-mph (design speed/40-mph posted speed) two-lane roadway prescribed in Table 2-17 of the *ECM*.


The required intersection sight distance for passenger vehicles is 500 feet. This distance is met. The required intersection sight distance for trucks is 775 feet; however, given the driver's eye for trucks is significantly higher than for passenger cars, this distance requirement is also met.

# Summary of Comments on Rollin Ridge staff comments 10-2-18 with LSC Responses (working).pdf

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Page: 4

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 Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:17 PM

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Please clarify what section is local and what your section **should** be classified as, and that you are requesting a deviation on the width of the road. FYI, the thickness will still need to meet arterial standards.

Status  
jchodsdon Completed      10/17/2018 9:19:36 AM

**Table 6: Queuing Analysis Results (2040 Background Plus Site-Generated Traffic)**

Queue Data		Hodgen Road/ Cherry Crossing Drive			Cherry Crossing Drive/N. Site Access
		NB LT/TH	NBR	WBL	SBL
Taper Length					Not sure these numbers are correct as per the plan. please check correct as per the plan.
ECM Standard (ft)	N/A	200**	170'	N/A	
Proposed Taper Length (ft)		75'	100'	75'	
Difference from ECM (ft)		+75'	- 70'	+75'	
Full-Width Lane (Stacking + Deceleration) Length					
ECM Standard (ft)	275*	235**	355'	N/A**	
Proposed Distance (ft)		105'	250'	90'	
Difference from ECM (ft)		+105'	- 85'	+90'	
Queuing (AM Peak Hour)***					
Maximum Queue (ft)	72'	69'	71'	34'	
Upstream Block Time (%)	0%	0%	0%	0%	
Storage Block Time (%)	0%	0%	0%	0%	
Queuing (PM Peak Hour)***					
Maximum Queue (ft)	84'	90'	78'	45'	
Upstream Block Time (%)	0%	0%	0%	0%	
Storage Block Time (%)	0%	0%	0%	0%	
* Represents the distance between the intersections.					
** These are ECM-standard Rural Collector values, however proposed Modified Rural Collector will have a lower design speed.					
***Maximum queues reported in SimTraffic analysis are shown. ECM Table 2-26 shows general values for bay taper lengths for 12' lanes by design speed.					

Not sure these numbers are correct, please check and correct as necessary

## CONCLUSIONS AND RECOMMENDATIONS

- The site is projected to generate about 3,602 new/non-pass-by vehicle-trips on the average weekday. A significant portion of these non-pass-by trips are projected to be diverted trips from the Highway 83/Hodgen Road intersection.
- Approximately 194 vehicles would enter the site during the weekday morning peak hour, while 151 vehicles are projected to exit. During the weekday evening peak hour of adjacent street traffic, 195 vehicles would enter the site while 204 vehicles would exit.
- All approaches at the site access intersection with Hodgen Road and at the intersection of SH 83/Hodgen will operate at LOS D or better during both the short and long term during the weekday morning peak hour and evening peak hour following the addition of this development. It is assumed that SH 83 will be expanded to a four-lane highway from Hodgen Road south with dual southbound left-turn lanes in the long term (assumed for 2040).

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Number: 1      Author: dsdnijkamp      Subject: Contractor      Date: 10/2/2018 3:50:18 PM

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Not sure these numbers are correct, please check and correct as necessary


Status

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- Proposed turn lane length designs, including deceleration (where applicable) storage and taper lengths, are projected to accommodate long-term queues at the intersections of Hodgen Road/ Cherry Crossing Drive and the North Commercial site access. Deviations to ECM-prescribed turn lane design criteria are shown in Table 6. Please refer to the attached lane exhibits and deviation requests.
- Please refer to the attached lane exhibits for Hodgen Road and the main access drive (Cherry Crossing Drive).
- **Roadway Classification:** LSC recommends that Cherry Crossing Drive south of Hodgen Road be classified as a “modified” Rural Collector roadway. The projected buildout ADT is 4,980 vehicles per day. Please refer to the attached lane exhibit. A deviation request for the modified standard roadway has been included with this submittal and would apply to the section of roadway from Hodgen Road south to the southernmost commercial site access.
- The ECM-standard roadway design elements, per Table 2-5 of the ECM, would be modified to accommodate the higher-than-Collector-standard traffic volumes and larger vehicles as follows:
  - Right- and left-turn bays would be included, where needed in addition to the two 12-foot-wide through lanes, to accommodate the projected higher-than-Collector-standard traffic volumes.
  - Outside shoulder widths of 8 feet, including 4 feet of paved shoulder and 4 feet of gravel shoulder – also to accommodate the higher-than-Collector-standard traffic volumes.
  - No on-street parking and no individual lot access except south of the south commercial access.
  - Seventy-foot right-of way north of the south commercial access, tapering/variable right-of-way south of the south commercial access point, and Local standard 60 feet of right-of-way with two 5-foot public improvements easements south of the transition section south of the commercial access.
  - An intersection spacing of 290 feet between the two commercial access drives and 360 feet between Hodgen Road and the first commercial access point is requested where Collector street spacing is one quarter mile – this is included in the deviation request.
  - All other streets would be classified as Rural Local.
- **Roadway Right-of-Way:** The site plan shows right-of-way dedication for a 90-foot half-right-of-way for both Hodgen Road and State Highway 83. The plan shows right-of-way dedications for Hodgen Road of 60-feet between Cherry Crossing Drive and State Highway 83 and 40 feet west of Cherry Crossing Drive. The plan shows a 40-foot right-of-way dedication for State Highway 83.
- **Deviation Requests:** Two deviation requests accompany this submittal. The first is for the projected ADT and modified Rural Collector cross-section for Cherry Crossing Drive south of

deviations for the shortened Cherry Crossing NBRT<sup>1</sup> lane and taper; and the shortened intersection spacing on Cherry Crossing between the commercial access and Hodgen will be needed.

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 Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:19 PM

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deviations for the shortened Cherry Crossing NBRT lane and taper; and the shortened intersection spacing on Cherry Crossing between the commercial access and Hodgen will be needed.

Status

jchodsdon Completed      10/17/2018 10:03:06 PM



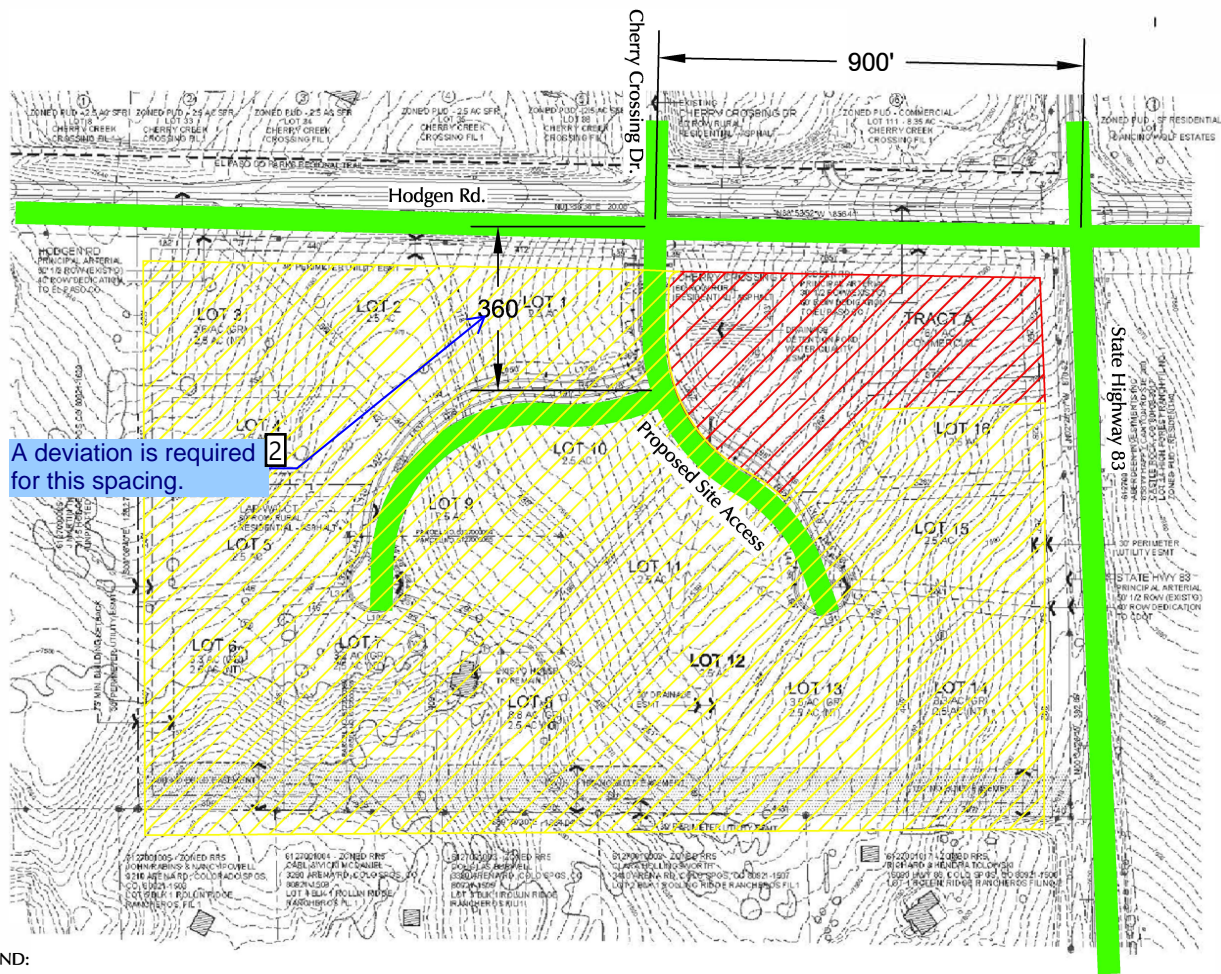


Figure 2a  
Site Plan


Rollin Ridge Estates (LSC #174470)




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☐ Number: 1      Author: jchodsdon      Subject: Rectangle      Date: 10/2/2018 3:50:54 PM

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 Author: jchodsdon      Subject: Sticky Note      Date: 10/2/2018 3:50:52 PM  
changed to Not to Scale

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 Number: 2      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:20 PM

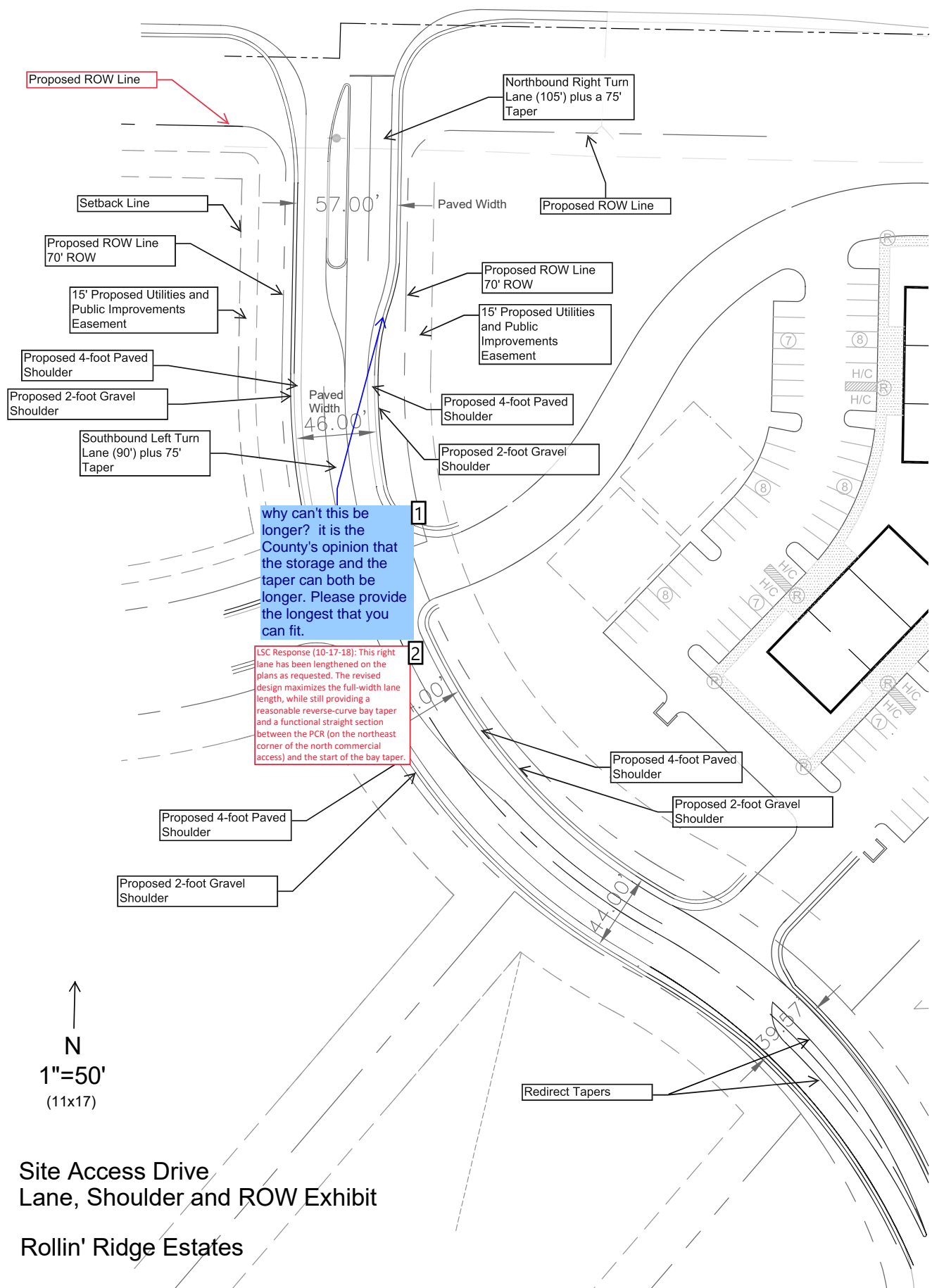
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[A deviation is required for this spacing.](#)

Status  
jchodsdon Completed      10/17/2018 10:03:31 PM

Cherry  
Crossing  
Drive

Hodgen Road



Site Access Drive  
Lane, Shoulder and ROW Exhibit

Rollin' Ridge Estates

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Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:23 PM

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why can't this be longer? it is the County's opinion that the storage and the taper can both be longer. Please provide the longest that you can fit.

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Number: 2      Author: jchodsdon      Subject: Text Box      Date: 10/17/2018 9:31:01 AM

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LSC Response (10-17-18): This right lane has been lengthened on the plans as requested. The revised design maximizes the full-width lane length, while still providing a reasonable reverse-curve bay taper and a functional straight section between the PCR (on the northeast corner of the north commercial access) and the start of the bay taper.



Development Services Department  
2880 International Circle  
Colorado Springs, Colorado 80910

Phone: 719.520.6300  
Fax: 719.520.6695  
Website www.elpasoco.com

## DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07  
Issue Date: 12/31/07  
Revision Issued: 00/00/00

DSD FILE NO.:

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### General Property Information:

Address of Subject Property (Street Number/Name): 16390 Highway 83

Tax Schedule ID(s) #6127000064:

Legal Description of Property: THAT PT N2N2 SEC 27-11-66 DESC AS FOLS; COM AT NW COR SD SEC 27, TH S88<54'14"E ALG N LN OF SD SEC 1974.02 FT TO THE NW COR OF THE E2NE4NW4 SD SEC 27, TH S00<06'40"E ALG W LN OF SD E2 50.04 FT & POB, TH S00<06'40"E 1262.73 FT, S89<30'26"E 443.60 FT, N00<00'00"W 585.28 FT, N90<00'00"E 454.78 FT, S00<00'00"E 247.11 FT, N90<00'00"W 127.15 FT, S00<00'00"E 340.99 FT, TH S90<30'26"E 1212.80 FT, N00<24'12"W 393.03 FT, N02<29'28"W 870.43 FT TO S LN OF THE N 30.0 FT SD SEC 27, TH N88<54'17"W 856.46, S01<05'43"W 20.0 FT, N88<54'17"W 430.09 FT TO W LN NW4NE4 & POB

Subdivision or Project Name: Rollin' Ridge

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Classification w/ Table 2-5 "Design ADT" for a Rural Collector roadway.

Specific Criteria from Which a Deviation is Sought: Table 2-5 prescribes a maximum Design ADT (Average Daily Traffic volume) of 3,000 vehicles per day on a Rural Collector roadway.

Proposed Nature and Extent of Deviation: This deviation request is to allow an ADT of up to 5,500 vehicles per day for the proposed Collector roadway southernmost corner. Please refer to the

The ECM-standard traffic volumes are based on Right-of-way with the projected high outside of the road to accommodate the No on-street parking. Seventy feet north of the south commercial access, tapering/variable right-of-way south of the south commercial access point, and Local standard 60 feet of right-of-way with two 5-foot public improvements easements south of the transition section. As part of the 360 feet between Highway 83 and the street spacing is on

Not reviewed at all, please submit separately from the TIS. FYI, pavement thickness shall be based off Arterial road classification.

LSC Response (10-17-18): Deviation submitted separately; A paragraph has been added to the TIS to note this pavement design requirement.

### Applicant Information:

Applicant: TC&C LLC (Carl Turse)

Email Address: carlturse@icloud.com

Applicant is: ☒ Owner ☐ Consultant ☐ Contractor

Mailing Address: 17572 Colonial Park Drive, Monument

State: CO

Postal Code: 80132

Telephone Number: (719) 488-8600

Fax Number: \_\_\_\_\_

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Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:25 PM

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Not reviewed at all, please submit separately from the TIS. FYI, pavement thickness shall be based off Arterial road classification.

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Number: 2      Author: jchodsdon      Subject: Text Box      Date: 10/17/2018 9:33:12 AM

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LSC Response (10-17-18): Deviation submitted separately; A paragraph has been added to the TIS to note this pavement design requirement.

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Number: 3      Author: dsdgrimm      Subject: Engineer      Date: 10/2/2018 3:50:16 PM

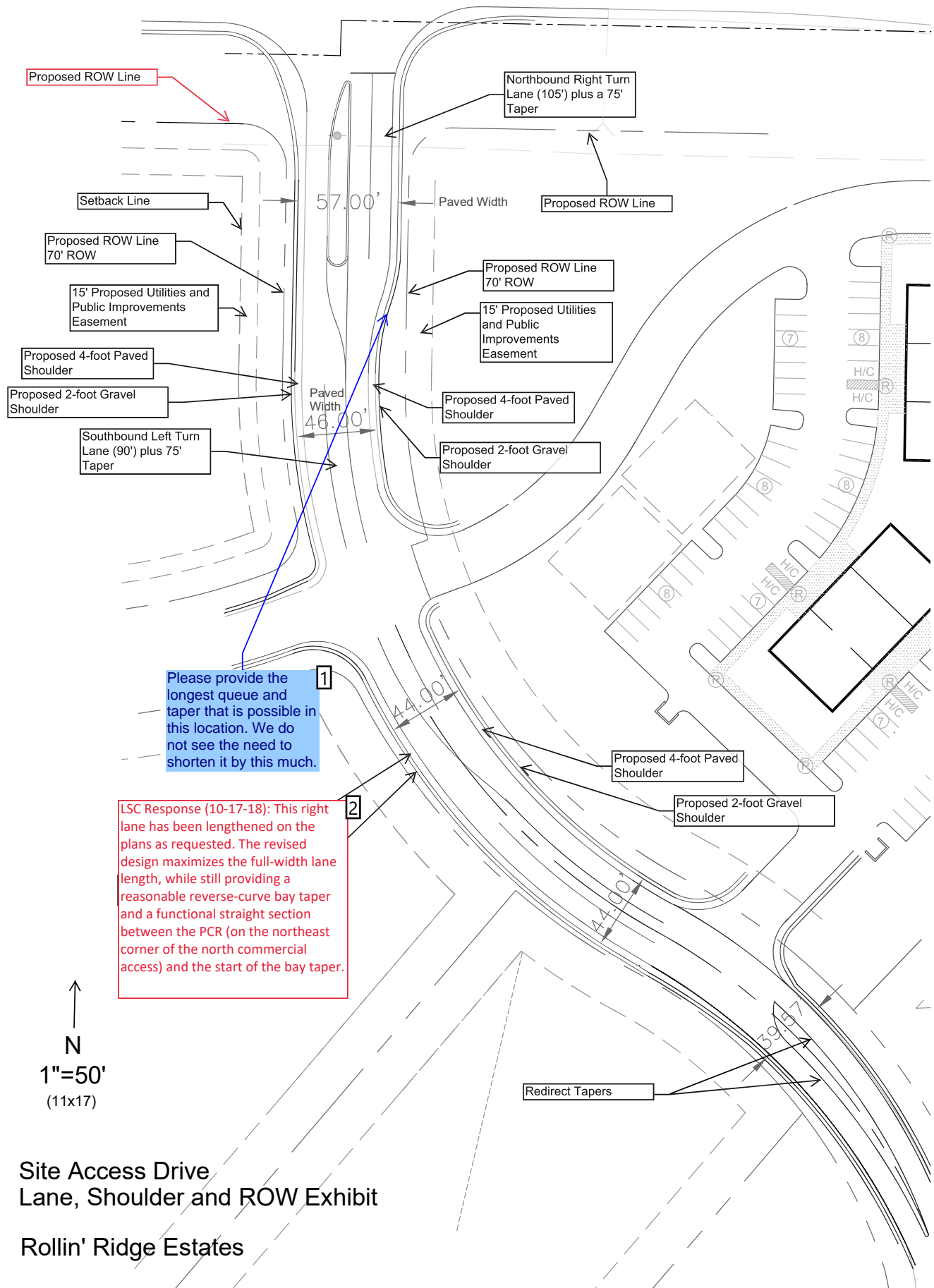
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Deviations must be submitted as separate documents in EDARP

Status

jchodsdon Completed      10/17/2018 9:34:21 AM

Hodgen Road



Site Access Drive  
Lane, Shoulder and ROW Exhibit  
Rollin' Ridge Estates

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Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:27 PM

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Please provide the longest queue and taper that is possible in this location. We do not see the need to shorten it by this much.

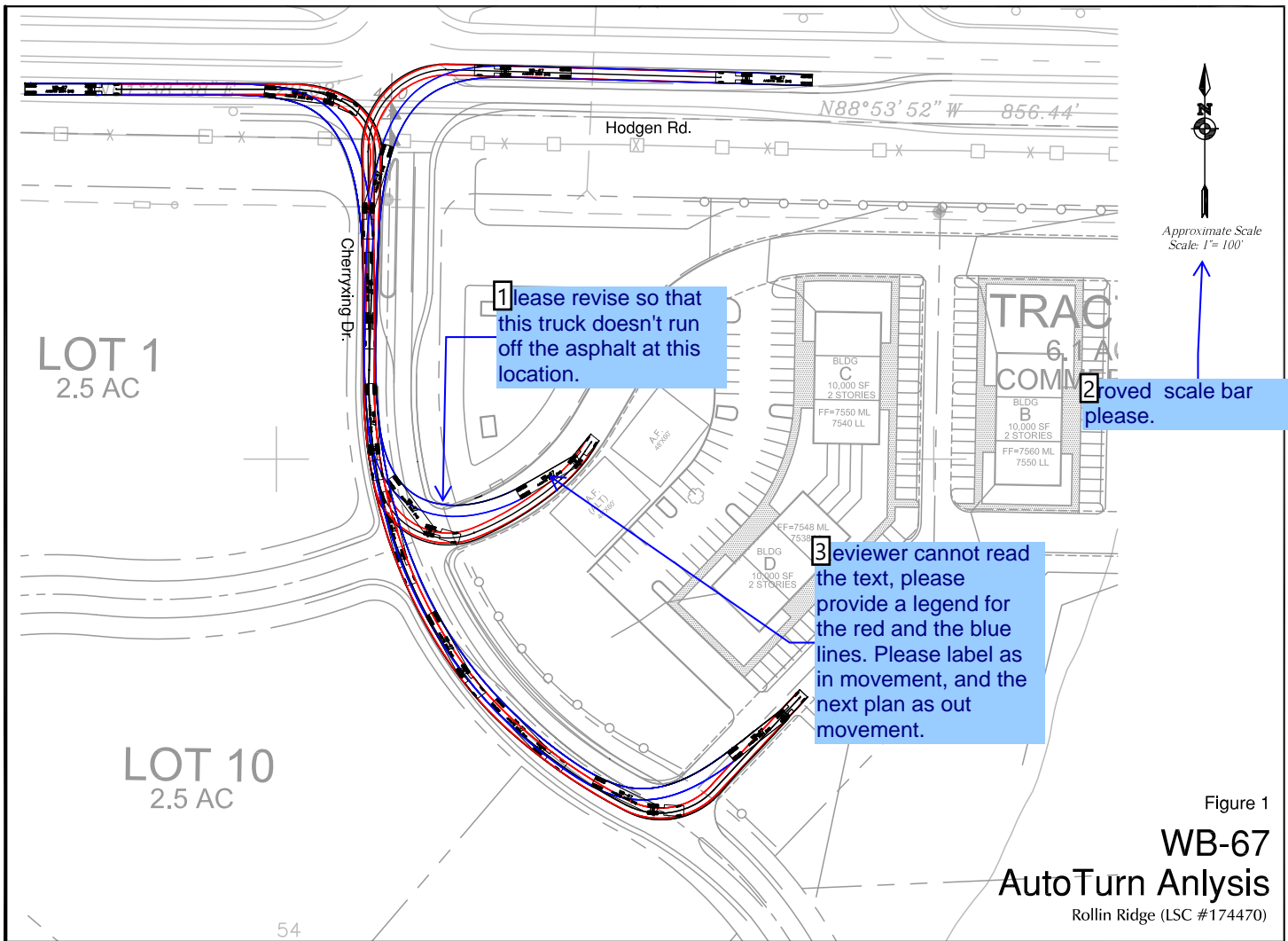
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Number: 2      Author: jchodsdon      Subject: Text Box      Date: 10/17/2018 9:34:37 AM

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LSC Response (10-17-18): This right lane has been lengthened on the plans as requested. The revised design maximizes the full-width lane length, while still providing a reasonable reverse-curve bay taper and a functional straight section between the PCR (on the northeast corner of the north commercial access) and the start of the bay taper.





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Number: 1 Author: dsdnijkamp Subject: Engineer Date: 10/2/2018 3:50:29 PM

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Please revise so that this truck doesn't run off the asphalt at this location.

Status

jchodsdon Completed 10/17/2018 9:34:48 AM

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Number: 2 Author: dsdnijkamp Subject: Engineer Date: 10/2/2018 3:50:30 PM

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proved scale bar please.

Status

jchodsdon Completed 10/17/2018 9:35:01 AM

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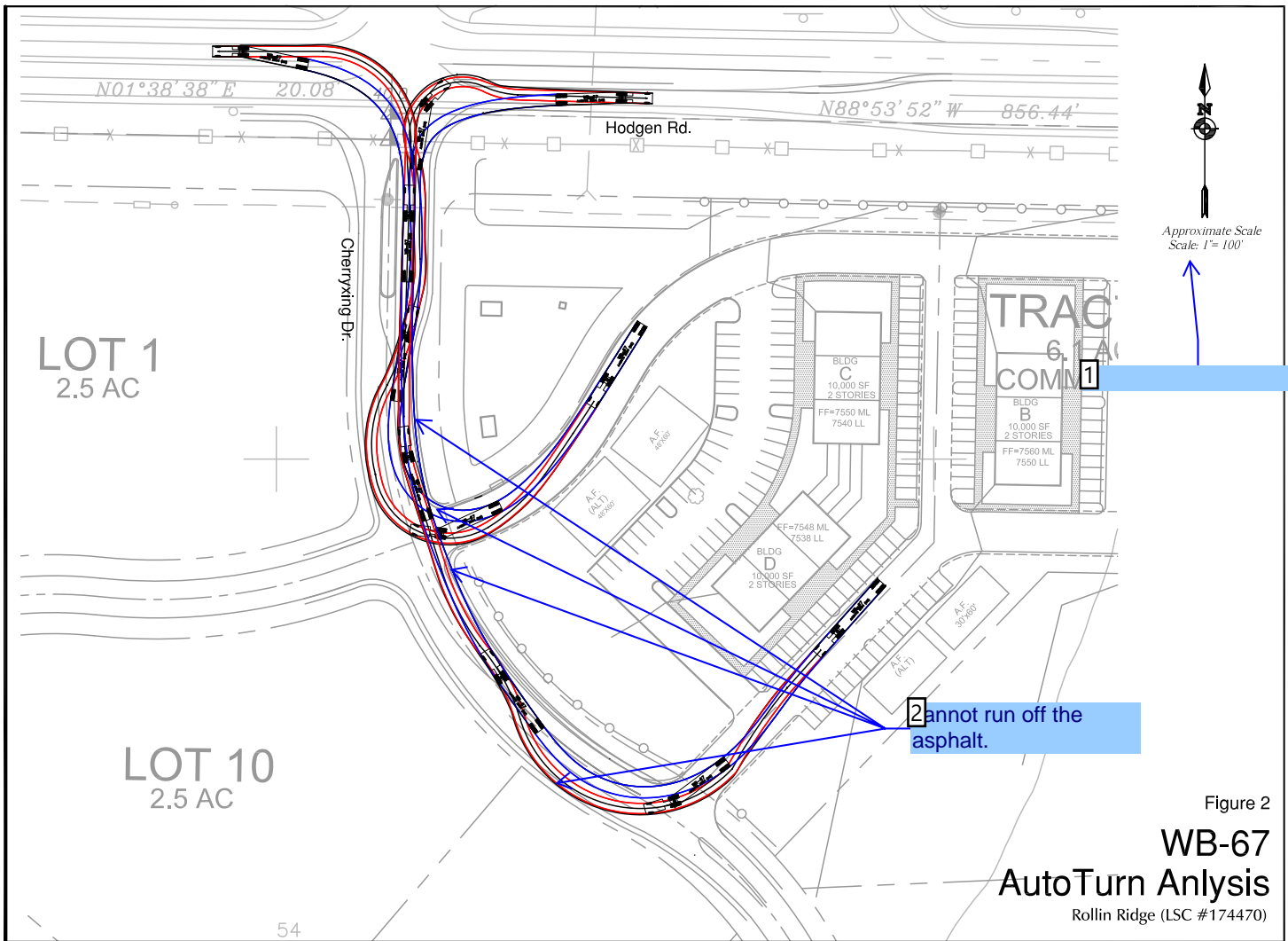
Number: 3 Author: dsdnijkamp Subject: Engineer Date: 10/2/2018 3:50:28 PM

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Reviewer cannot read the text, please provide a legend for the red and the blue lines. Please label as in movement, and the next plan as out movement.

Status

jchodsdon Completed 10/17/2018 9:34:53 AM




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 Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:32 PM

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Status

jchodsdon Completed      10/17/2018 9:35:18 AM

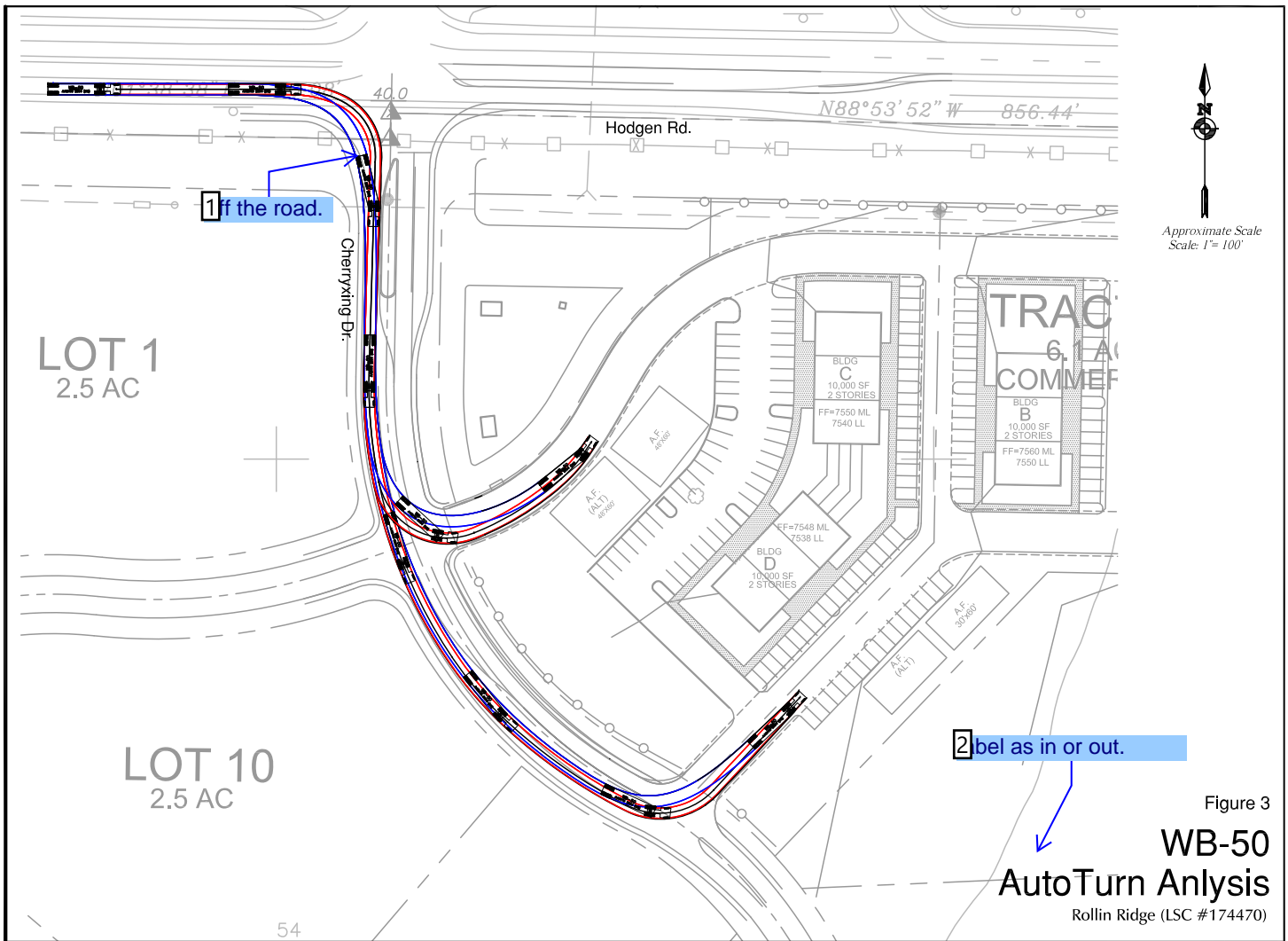
 Number: 2      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:32 PM

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**cannot run off the asphalt.**

Status

jchodsdon Completed      10/17/2018 9:35:09 AM




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 Number: 1    Author: dsdnijkamp    Subject: Engineer    Date: 10/2/2018 3:50:33 PM  
[off the road.](#)

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Status

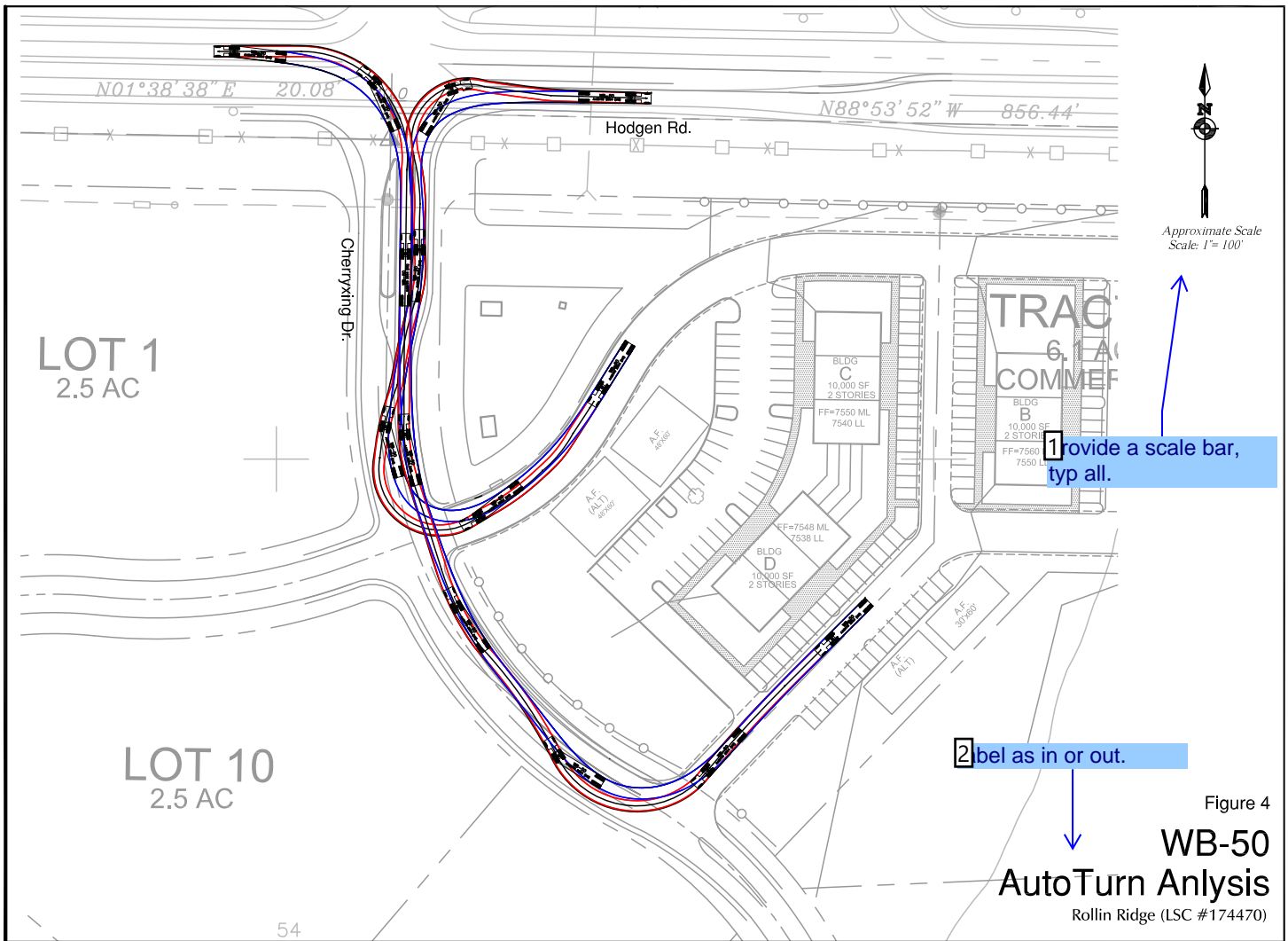
jchodsdon Completed    10/17/2018 9:35:22 AM

 Number: 2    Author: dsdnijkamp    Subject: Engineer    Date: 10/2/2018 3:50:36 PM  
[label as in or out.](#)

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Status

jchodsdon Completed    10/17/2018 9:35:27 AM






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 Number: 1    Author: dsdnijkamp    Subject: Engineer    Date: 10/2/2018 3:50:37 PM  
[provide a scale bar, typ all.](#)

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Status

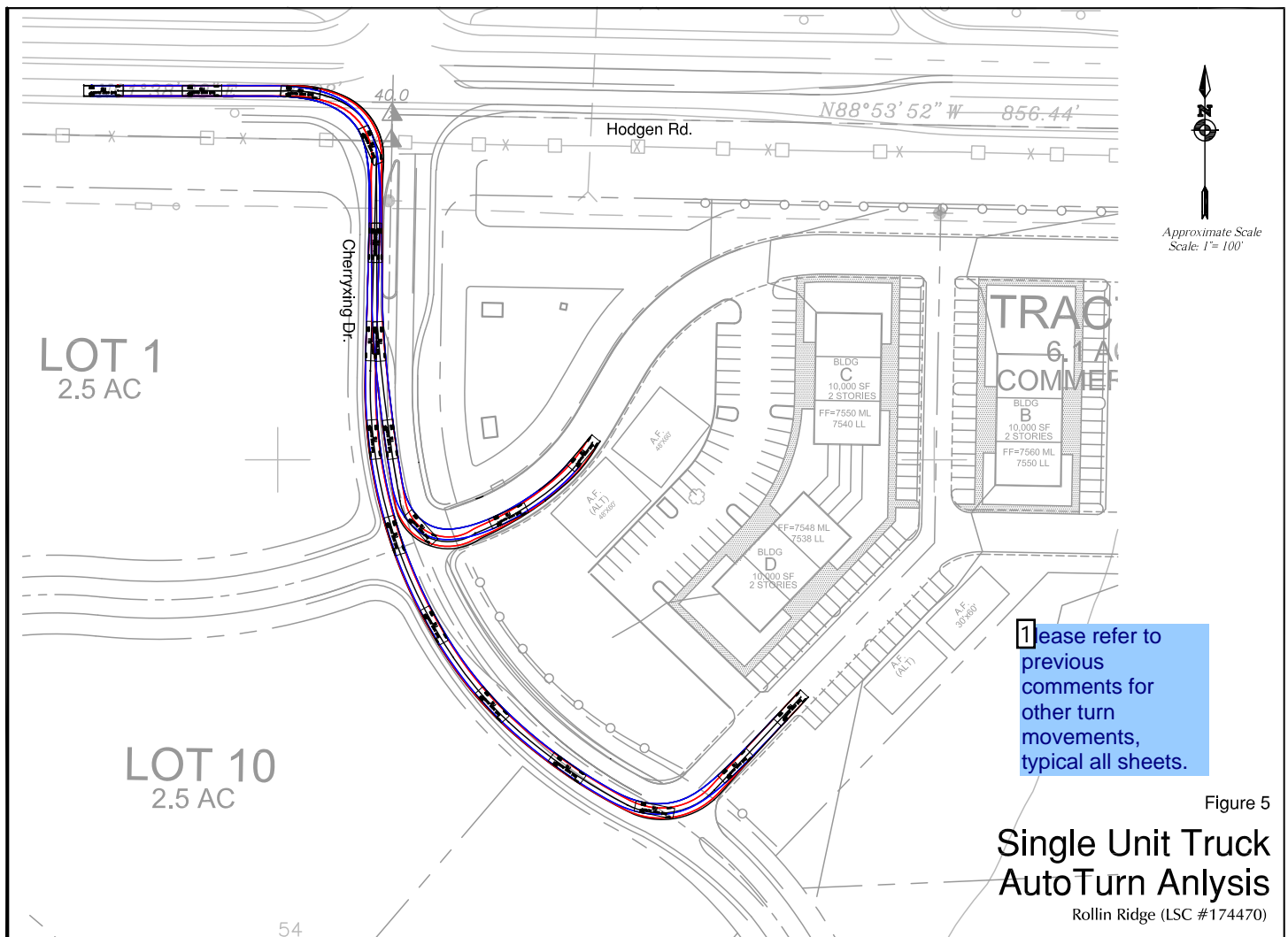
jchodsdon Completed    10/17/2018 9:35:36 AM

 Number: 2    Author: dsdnijkamp    Subject: Engineer    Date: 10/2/2018 3:50:38 PM  
[label as in or out.](#)


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Status

jchodsdon Completed    10/17/2018 9:35:32 AM



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 Number: 1    Author: dsdnijkamp    Subject: Engineer    Date: 10/2/2018 3:50:41 PM  
[please refer to previous comments for other turn movements, typical all sheets.](#)

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Status  
jchodsdon Completed    10/17/2018 9:35:41 AM



# DEVIATION REVIEW AND DECISION FORM

Phone: 719.520.6300  
Fax: 719.520.6695  
Website [www.elpaso.com](http://www.elpaso.com)

Procedure # R-FM-051-07  
Issue Date: 12/31/07  
Revision Issued: 00/00/00

DSD FILE NO.:


**General Property Information:**

Address of Subject Property (Street Num  
Tax Schedule ID(s) #:6127000064

Legal Description of Property:

THAT PT N2N2 SEC 27-11-66 DESC AS  
SEC 1974.02 FT TO THE NW COR OF T  
FT & POB, TH S00<06'40"E 1262.73 FT,  
FT, S00<00'00"E 247.11 FT, N90<00'00"  
N00<24'12"W 393.03 FT, N02<29'28"W &  
856.46, S01<05'43"W 20.0 FT, N88<54'1

Subdivision or Project Name: Rollin' Ridg

Section of ECM from Which Deviation is :

### Specific Criteria from Which a Deviation i

Proposed Nature and Extent of Deviation from the Cherry Crossing Drive intersection given the two intersections. The ECM prescribes that lanes on Principal Arterial roadways where Hodgson Road reflects 250 feet of total full and the eastbound left turn lane approach allocate the available back-to-back left-turn SH 83 intersections.

**Applicant Information:**

Applicant: Carl Turse, TC&C, LLC  
Applicant is: ☒ Owner ☐ Cons  
Mailing Address: 17572 Colonial Park Dr  
Telephone Number: 488-8600

### Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., P.  
Company Name: LSC Transportation (L)  
Mailing Address: 545 East Pikes Peak  
Registration Number: 31684  
Telephone Number: 719-633-2868

**Explanation of Request (Attached diagrams, figures and other documentation to clarify request):**

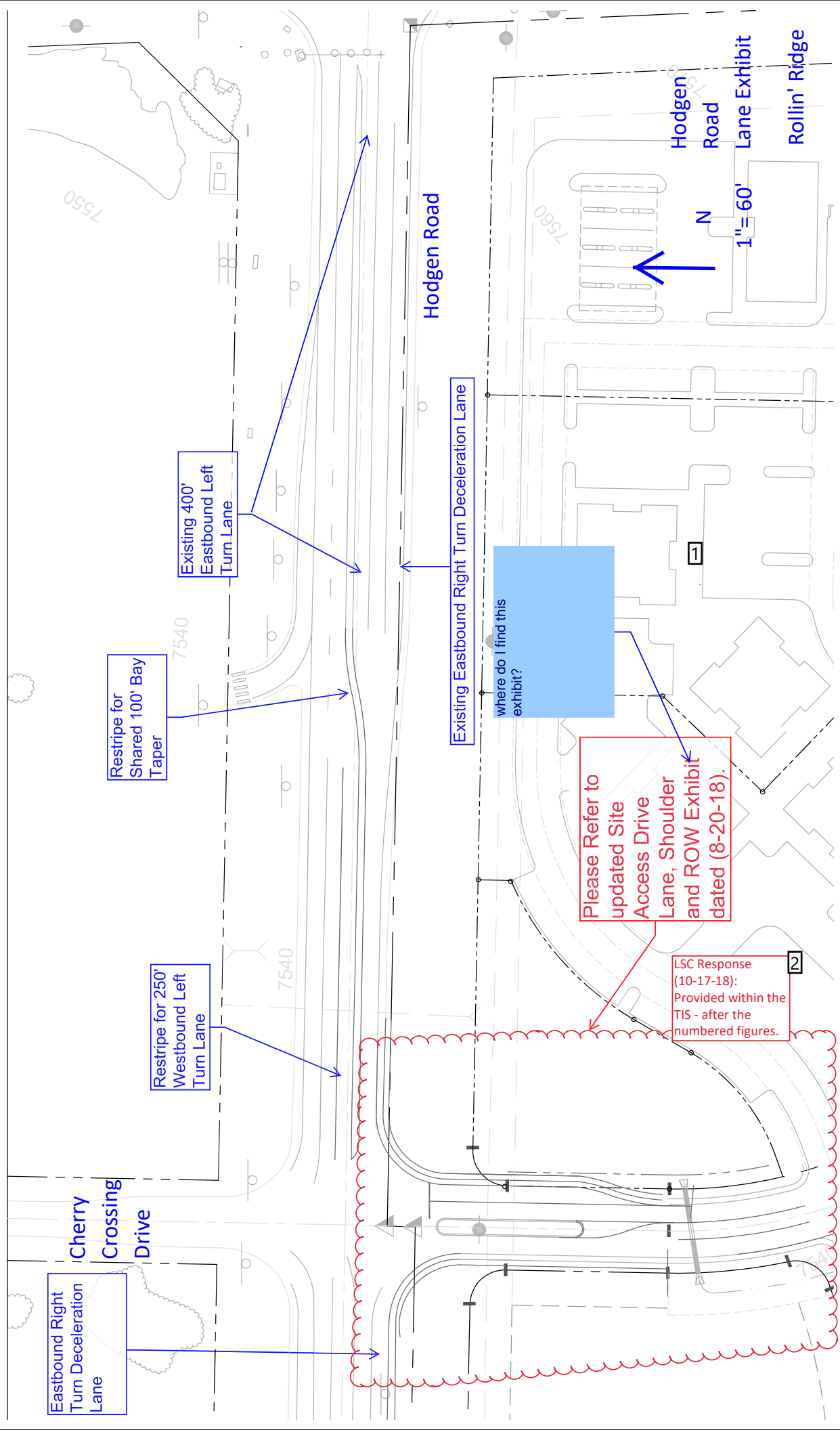
Section of ECM from Which Deviation is Sought: 2.3.7.E.1, 2.3.7.E.2, and 2.3.7.E.3

El Paso County Procedures Manual  
Procedure # R-FM-051-07  
Issue Date: 12/31/07  
Revision Issued: 00/00/00

**Remove this deviation from the TIS. Not reviewed at this time at all.**

Status

jchodsdon Completed    10/17/2018 9:35:46 AM



Eastbound Right  
Turn Deceleration  
Lane

Cherry  
Crossing  
Drive

Restripe for 250'  
Westbound Left  
Turn Lane

Restripe for  
Shared 100' Bay  
Taper

Existing 400'  
Eastbound Left  
Turn Lane

Hodgen Road

Existing Eastbound Right Turn Deceleration Lane

where do I find this  
exhibit?

Please Refer to  
updated Site  
Access Drive  
Lane, Shoulder  
and ROW Exhibit  
and ROW Exhibit  
dated (8-20-18).

LSC Response  
(10-17-18):  
Provided within the  
TIS - after the  
numbered figures.

Hodgen  
Road  
Lane Exhibit  
1" = 60'

Rollin' Ridge

N

7550


7540

7540


7560

2

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 Number: 1      Author: dsdnijkamp      Subject: Engineer      Date: 10/2/2018 3:50:43 PM  
where do I find this exhibit?

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 Number: 2      Author: jchodsdon      Subject: Text Box      Date: 10/17/2018 10:38:26 PM  
LSC Response (10-17-18): Provided within the TIS - after the numbered figures.

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